

Appendix F

Vehicle Movements and Convoys

Proper management of vehicle movements and convoy procedures will ultimately affect the number of vehicles on the battlefield and, more importantly, their timeliness in getting there. All leaders should ensure that the following conditions have been met during movement operations.

SPECIAL PRECAUTIONS

F-1. The M809/939 Series 5-ton cargo truck, used to tow the M1022A1 dolly set laden with the JTAGS shelter, must be loaded with at least 3 tons when towing the combination. Additionally, vehicle drivers must be made aware of the need for extra caution.

F-2. Drivers should be made aware that driving accidents involving the M939 series 5-ton trucks are commonly the result of vehicle operators driving too fast for conditions and/or locking the wheels when attempting to stop their vehicles.

F-3. The air brakes of the M939 series trucks are very sensitive when the trucks are lightly loaded, empty, or when operating the vehicle on wet or slippery pavement. The operator must gradually apply the brakes when stopping the vehicle. "Overbraking" will lock up the rear sets of wheels. Locked wheels may cause the engine to stall, which in turn leads to loss of steering. Any of these individual scenarios can lead to loss of vehicle control, resulting in collisions, jackknifing, and rollovers.

F-4. Maximum safe operating speeds are as follows:

Highway and Secondary Roads	40 miles per hour
Cross-Country Roads	35 miles per hour
Sand and Snow	25 miles per hour
Icy Conditions	12 miles per hour

F-5. Additionally, drivers should be advised to not use the hand throttle while driving. The hand throttle will not disengage when brakes are applied.

F-6. The JTAGS Product Office issued a memorandum subject: Request for Overload Waiver Approval for the M809/M939 Series 5 Ton Tactical Truck to Tow the M1022A1 Dolly Set Laden with an Army Rigid Wall Shelter, dated 5 February 1996, approving the use of the truck with the dolly set and shelter combination.

F-7. Unobstructed access is needed for organic transport vehicles to allow room for maneuvering shelter into position. Turning radius for the shelter is

approximately 60 feet. Planners should verify that any routes used by JTAGS shelters meet turning radius requirements of the mobilizer.

TACTICAL ROAD MARCH

F-8. This paragraph establishes procedures for the safe, effective road march of JTAGS personnel and equipment and provides guidelines for consistent, detailed convoy briefings. This applies to all personnel assigned, attached, or otherwise deployed with a JTAGS element.

F-9. The items below are designed to assist the convoy commander in ensuring that information relevant to the road march of personnel and equipment are addressed for the safest, most efficient move possible.

1. Where is start point? Release point?
2. What route is to be used?
3. Has reconnaissance been made and condition of route determined?
4. Can bridges and defiles safely accommodate all loaded vehicles?
5. Will minimum clearance on route accommodate the highest profile vehicle (5 tons = 116 inches, plus any items loaded on top of vehicle; Shelter = 109 inches with dolly lift set attached)?
6. Are critical points known and listed on strip maps?
7. Has the size of serials been determined?
8. Has the size of march units been determined?
9. What will be the rate of march?
10. What is the vehicle interval on an open road?
11. Type of column?
12. Have provisions been made for refueling if required?
13. Has a suitable bivouac site been selected if required?
14. Have suitable rest and mess halt areas been selected if required?
15. Is road movement table needed?
16. Have convoy clearances been obtained? What date?
17. Is escort required and has it been requested?
18. Are spare trucks available for emergencies?

19. Are vehicles fully serviced, clean, and ready for loading?
20. Is load proper, neat, balanced, and secured?
21. Are drivers properly briefed? By whom, when? Have strip maps been furnished?
22. Is convoy marked on front and rear of each march unit?
23. Are guides in place? Have arrangements been made to post guides?
24. Are blackout lights functioning?
25. Are maintenance services alerted?
26. Is maintenance truck in rear? Are medics in rear? Is there a plan for casualties?
27. Are all interested parties advised on estimated time of arrival (ETA)? Are tow bars on hand?
28. Is officer at rear of convoy ready to take necessary corrective action to transfer loads? Who is trail officer?
29. Is there a loading plan? Who is responsible?
30. Is there an unloading plan? Who is responsible?
31. Has a plan been made for feeding personnel?
32. Have times been established for loading?
33. Have times been established for unloading?
34. Has time been established for releasing trucks?
35. Is there a carefully conceived plan known to all personnel in the convoy that can be used in case of attack?
36. Is a written operations order on hand if required?
37. Will a log road movement be required?
38. Has weather forecast been obtained?
39. Do all personnel have proper clothing and equipment?
40. Is there a communication plan?